



ROCKY MOUNTAIN REGION HEADQUARTERS

CIVIL AIR PATROL

RMR SUPPLEMENT TO CAP REGULATION 60-1

01 MARCH 2008

Operations

CAP FLIGHT MANAGEMENT

This supplement regulations, policies or guidelines are in addition to the current CAPR 60-1 regulations, policies, or guidelines that pertains to CAP flying programs, aircraft, and aircrews. The objective of this regulation is to encourage safety, promote effective and efficient management, establish standardization, and provide effective supervision for CAP flying activities within RMR.

SUMMARY OF CHANGES:

Added, RMR Standardized survival kit; Turbo-charged checkout required;

Attachment: RMR Form 60 - Pilot Application;

Updated, NCPSC requirement; TMP requirement

Deleted, RMR AIF required in all RMR aircraft, see CAPR 60-1, 2-14 – Corporate AIF.

Note: **Shaded areas identify new or revised material.**

2-1r (Added) Only approved National CAP checklists will be used in CAP aircraft. These check lists will not delete or alter in any way items or procedures from the Pilots Operating Handbook (POH) or any other approved aircraft check lists for this specific aircraft. Wing Maintenance Officers (WMO) will approve any additions or corrections to the National check lists for that specific aircraft. Also the WMO will forward a copy of the corrected/approved checklist to Rocky Mountain Region DO to update the current check list for a specific aircraft.

For more information, go to: <https://ntc.cap.af.mil/ops/dot/ChecklistMaps.cfm> for current lists.

2-1s (Added) RMR Standardized Survival Kits required. In compliance with CAPR 66-1, all RMR assigned corporate airplanes are will be equipped with a standardized RMR survival kit.

Note: See RMR Supplement to CAPR 66-1 for survival kit list and checklist.

2-2d (Added) CAP Aircraft can only operate off paved runways. Exceptions for operation off dirt, gravel or turf runways must have the RMR/CC approval prior to operating off of unpaved runways. Note: In case of an emergency or high winds the PIC can deviate from this requirement and land on an unpaved runway. Example: The PIC can land on an unpaved runway into the wind, instead of trying to land on the paved runway in a high x-wind or having to deviate to an alternate airport.

2-8 (Added) All CAP pilot data for pilots assigned to this region or subordinate units will be entered and validated in Ops Quals (MIMS). This will determine CAP pilot currency.

2-8.I (Added) Copy of RMR Form 60, showing approval of the unit commander or Wing Commander as appropriate.

2-18b (3) (Added) Hangar doors will be fully opened prior to moving a CAP aircraft into or out of a hangar. A risk assessment shall be completed for every hangar facility in which a RMR CAP aircraft is hangared, and a written policy for each facility will be submitted to the RMR/SE.

2-21. Mountain Check out (Added). CAP pilots assigned to this region or subordinate units are required to complete a mountain check prior to any flight as pilot in command in mountainous terrain. Mountainous terrain is defined as all terrain above 8,000 feet MSL, but each RMR Wing may, through their own supplement process, define mountainous terrain more strictly than found herein but cannot define it less strictly. Any mountain flying course given in Rocky Mountain Region, Pacific Region or Southwest Region meets the mountain flying check requirement.

3-2c (7) (Added) Complete RMR Form 60 certifying the pilot's flight history with the unit commander's approval. If any question is answered in the affirmative, the application must be forwarded through channels to the Wing Commander for approval.

3-2e (4) (Added) Any approved CAP NCPSC given in RMR, RMR Wings, or any other CAP Wing or Region NCPSC will comply with this requirement and is valid for the length of time stated in CAPR 60-1.

3-2e (7) (Added) Must have performed duty as a CAP Instructor Pilot for a minimum of one year. On a case-by-case basis, this requirement may be waived by the Region Commander for exceptional circumstances.

3-3a (Added) Note: Prior documentation of the below items will fulfill the requirements of this CAP transition course.

3-4a (5) (Added) Pilots assigned to Rocky Mountain Region or its subordinate units must have a copy of RMR Form 60 on file in the unit pilot folder.

3-4a (8) Turbo Charged Aircraft (TCA) requirements (Added) To operate any TCA assigned to RMR, CAP Pilots will be required to receive a TCA operational check out as outlined in the RMR Wing SOP for TCA aircraft prior to operating TCA in RMR from a CAP TCA IP or CP.

Exception: RMR TCA CAP pilots that have successfully completed previous CAP TCA training, such as a CAPF 5 in TCA or completed other TCA training and are qualified to fly TCA in RMR prior to the date of this supplement, will not have to comply with this requirement. RMR TCA pilots will have to review and comply with Wing TCA SOP.

(a) CAP TCA operational check out shall require a minimum of five hours of training flight time in TCA for any CAP pilots with no prior TCA PIC flight time or experience. This can be completed in conjunction with a CAPF 5 check ride, this is up to the discretion of the CP, but this is not mandatory.

(b) CAP pilots with prior TCA PIC flight time or experience in any TCA may count that experience toward meeting this requirement, but a minimum of two hours TCA training flight time in RMR CAP TCA will be required for the operational check out as outlined in the Wing TCA SOP.

(c) Each wing shall develop TCA Standard Operating Procedures (SOP) for RMR CAP TCA operation within the wing and submit them to RMR/DO for standardization and approval. This SOP should focus on power settings for takeoff, climb out, normal cruise, extended range (search), descents - prevention of shock cooling (in green), and the rate/amount of power changes. SOP should state the procedures for the leaning settings - RMR recommends - 100 deg-rich of peak for cruise, leaning for descents, leaning for taxiing, turbo cool down time before shut down. No lean of peak operations will be allowed in RMR CAP TCA. These procedures will not exceed any limits, procedures or techniques stated in the aircraft POH procedures and the engine manufacture operating recommendations.

3-5 (Added) Check Pilots assigned to region headquarters may administer check rides to any pilot or check pilot (in accordance with that check pilots qualifications) assigned to any region subordinate unit.

3-11 (Added) Requirements for Transport Mission Pilot (TMP) as stated in the current CAPR 60-3 are applicable for all RMR TMP for information.

Transport Mission Pilot (TMP). (see notes 1 and 2):

- 1) At least 18 years of age.
- 2) Current and qualified CAP pilot in accordance with CAPR 60-1, with at least 100 hours pilot in command time including at least 50 hours of cross-country flying.
- 3) Qualified GES.

Note 1: Personnel presently current and qualified as a SAR/DR Mission Pilot are automatically qualified as a TMP.

Note 2: On authorized ES missions TMPs can only:

- Transport Emergency Services qualified CAP members required for an authorized mission
- Ferry aircraft required for an authorized ES mission
- Fly “high bird” communications sorties on an authorized ES mission
- Current and qualified FAA private pilots may transport parts and equipment owned by CAP or a CAP member to a mission base or staging area
- Current and qualified FAA commercial pilots may transport parts and equipment not owned by CAP

RUSSELL E. CHAZELL, Colonel, CAP
Commander

CAP PILOT APPLICATION

Last Name First Name Middle Initial Birth Date CAP ID

Level 1 Completion Date Wing/Unit

Total Time LICENSE Private Commercial ATP INSTRUMENT

Medical Issue Date 1st Class 2nd Class 3rd Class

Flight Review Date

- WITHIN THE LAST FIVE YEARS, HAVE YOU:
- HAD AN FAA OR CAP REPORTABLE AIRCRAFT INCIDENT? Yes No
- HAD AN FAA OR CAP REPORTABLE AIRCRAFT ACCIDENT? Yes No
- BEEN SUBJECT TO AN FAA SUSPENSION OR REVOCATION? Yes No
- BEEN SUBJECT TO AN FAA ENFORCEMENT ACTION? Yes No
- BEEN PROSECUTED FOR A DUI/DWI OR ALCOHOL RELATED MOVING VIOLATION? Yes No

If you answer yes to any of the please explain on the back of this sheet the details, circumstances, and disposition of each issue and forward through channels to your wing commander for review. Provide copies of all relevant documentation of each issue.

Failure to answer these questions will result in denial of CAP flying privileges. Providing incomplete information or misrepresenting this information may result in revocation of CAP flying privileges and CAP membership termination. Pilot Signature (Ink or Electronic) is REQUIRED.

Pilot Signature **REQUIRED**

Pilot Printed Name

Unit Commander Approved Disapproved **REQUIRED**

Printed Name

Signature

Group Commander Approved Disapproved **NOT REQUIRED IF ALL ANSWERS ARE "NO"**

Signature

Printed Name

Wing Commander Approved Disapproved **NOT REQUIRED IF ALL ANSWERS ARE "NO"**

Printed Name

Signature